

Subject: Re: Lizard Hotel Bicycle Parking

From: Noah Strouse


Date: 10/27/2016 04:09 PM

To: Valerie Watson

CC: Diana Yedoyan <diana.yedoyan@lacity.org>, Blair Besten <blair@historiccore.bid>, Kevin Ocubillo <Kevin.Ocubillo@lacity.org>

Thanks Diana and Valerie! I will pass on your recommendations.

Noah



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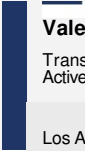
On Thu, Oct 27, 2016 at 3:17 PM, Valerie Watson <valerie.watson@lacity.org> wrote:

Because it is a development project, the appropriate mechanism for determining whether a corral could meet the ordinance requirements would be the development review process. With Michelle Mowery's reassignment to LA River, I believe Eileen Hunt eileen.hunt@lacity.org in LADOT's Planning & Development Review Division now oversees bicycle parking ordinance review for development projects.

From a design perspective, their 631 west side of the street would not be able to accommodate the corral after Phase 1 is implemented Summer of 2017. But the *east* side of the street - where the protected bicycle lane will be - theoretically could accommodate the corral within the parking lane. (I think it's a great idea! It would be the first one to be located in such a condition in the City, so may need an extra look from the engineers when the time comes in terms of location and orientation, but should be feasible if my crystal ball is working today.) Assume their development project would be implemented after Summer 2017, yes?

I suggest the next step would be for the developer to address this idea in the development review process where they propose how they will comply with the bicycle parking ordinance. Eileen or one of her colleagues would be a good contact to map out that process, if the developer isn't already familiar.

VW



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On Thu, Oct 27, 2016 at 2:56 PM, Diana Yedoyan <diana.yedoyan@lacity.org> wrote:
Adding Valerie on here. Valerie do you think this is doable?

On Wed, Oct 26, 2016 at 10:18 AM, Noah Strouse <noah@historiccore.bid> wrote:
Hi Diana,

In a recent conversation with the Lizard Hotel (631 S Spring) developers, the idea came up of relocating their required 18 bicycle parking spots outside of their footprint. The developers said they are happy to donate a bicycle parking corral (even a much larger one than their plans require) for public use if it could be located just outside of their property, such as across the street.

Could this design be worked into the Spring Street reconfiguration?

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